EGRO EMANCIPATION IN THE WEST INDIES.

It is the traditional weakness of theoretica statesmen and philosophic politicians, that the great reforms invented in their cabinets and planned in their libraries for the benefit of the human race, when put into operation only serve to show the worthlessness of the schemes, or their efficay in retarding the progress of civili-zation for another decade. That experience is lought too dearly which, to accomplish some indefinite imaginary good, sacrifices the pros-perity and the happiness of thousands and millions of the human race. No more disasfrous example of this literary statesmanship and humbug philanthrophy is afforded in the history of the world, than in the result of

British emancipation in the West India Islands
The London Times of the 6th of January contains a lengthy and able article upon the practical results of negro emancipation in the West India Colonies of the British Crown, and the conclusions at which that journal arrives, are that that magnificent scheme of British philanthropy has proved an inglorious failure; that it has been destructive to the interests of the white race; ruinous to the race intended to be benefitted by it, and will eventually prove the final and utter destruction of the Islands. In support of its conclusions the Times exhibits a formidable array of solid, ir. resistable facts, any one of which is worth all the splendid theories and pathetic eloque nee of all the abolition reformers in the world

The history of West India emanci ation scarcely need be recapitulated. In the year 1838 the British Parliament abolished, slavery in its colonies, appropriated one hur dred millions of dollars to compensate the planters, and made a discrimination in fr.vor of free grown sugar. The protection to free sugar was, however, seen after aboli shed. On the island of Barbadoes the emar cipation effected no injury, for it amounted to nothing; there was no vacant land there up on which the negro could squat, and he was compelled to work like a galley slave or star ve. In Jamaien and the important islands of Grena's, Dominica sand St. Lucia it werked differently. Here there are thousands of acres of vacant land upon which the neg ro squats; the abundance.
of tropical fruits afford him sustenance for
which no exertion is necessary; as labor is opwhich ac exertion is necessary; as labor is op-tional with hiw and not necessary to his sup-port, he will not work; and the consequence is, that vast relantations, capable of producing millions of money annually, have been desert-ed and are rapidly going back to a state of wilderness for want of cultivation. The planters are bankrupt; the commerce of the Islands is rained, and the rich and fertile regions wherein man is the only growth that dwindles, are gradually, but surely, relapsing into Afri-can barbarism and desolation. Here the char-acteristics of the African race reach their natural development. Totally unfitted by nature to govern himself in a rational manner, without spirit, without ambition, and destitute of everything bearing the most distant relation to energy or enterprise, the negro sinks to that degradation which in all ages and in all climes has been regarded as his natural position. A fittle makes him happy, and, as Mr. TROLLOPE says, he is so entirely the creature of the present that nothing can make him permanently wretched. The planter car co compel him to work, and it is impossible to hire him, for a shilling gratifies his wants and beyond the tion of the present moment he has no

sire. What matters it to him if fertile plan-

tations relapse into deserts, and broad fields which "if tickled with a hos, laugh with a

harvest," become the haunts of wild beasts?-

If he can get all he wants to eat from a cocoa-

nut, or work an hour for a penny's worth of

rum and water upon which to get drunk and

soul is gratified and he is content. The same

characteristics observable in the free negro in

this country are in the tropical climes carried

to a great length. There his greatest desire is to sell his daughter's virtue for a pittance and

get drunk on the proceeds of the transaction These are rugged truths, but still they are

traths, and why conceal them? There is no

more incontrovertible truth in history than

that the African race is indolent, degraded

lay in the shade, the only aspiration of his

and dependent, notwithstanding the humbus philanthropists in this and other countries who would have us believe that the world was made for the negro, and that "the sole use of sugar is to sweeten the negro's existence." The effect of this state of things is plain .-The West India planters were compelled to seek laborers elsewhere, or perish. They have attempted to import Coolies and Chinamen, to work their plantations as apprentices. These Coolies bind themselves to work for five years at stipulated wages; at the end of that time they have free passages home. Against this seheme the British Anti-Slavery Society and Abolitionists throughout the world set up a howl of horror. The grounds for their opposition to this system may be briefly stated: First, because it is doing a great wrong to allow the Coolie to earn a living in that manner, as philanthropy thinks of doing the Coolie a service who starves in his own country on two pence a day, by preventing him from earning two shillings a day in a different country; and second, because the negro laborer ought to be protected from the competition of the Ceolie laborer. The negro thinks emancipation from slavery means emancipation from work, and in this philanthropy proposes to sustain him. As the negro positively refuses to labor, and as philanthropy thinks it wrong to import those who will work, the only alternative is to have no work done at all. Here the case rests. The ultimate abandonment of the Islands by the whites, under these circumstances, is inevitable; and the subsequent annihilation of the negroes remaining is almost as sure. The latter have a natural tendency to relapse into warring tribes of heathens whenever left to themselves, and become, as in Africa, mere instru-

upon fanaties .- Ohio Statesman. The Senate on vesterday evening dis posed of Mr. Hannison's military invasion bill by an indefinite postponement. The majority have too great a sympathy with John Brown's raid-are too deeply committed to the "irrepressible conflict,"-to permit a measure like that of Mr. HARRISON'S to become a law. The majority of the Senate have thus shown that their courtesies to the legislatures of Kentucky and Tenuessee, were sheer hypoerisy and nothing else. That all their prorank deceit and dishonest pretence. They drank the wine with a smile of the arch deeaver .- Shame ! Shame ! Shame ! !- Ohio

ments of mutual destruction. Thus one of

the most magnificent schemes of modern phi-

hathropy-a word which has become under-

stood as expressing the essence of public folly and lunacy—will find a bloody culmination.—

There are those in this country who could

study the history of this emancipation with

profit; but it is a lamentable fact that the

sons of history and experience are alike lost

It is not worth while to hear what your servants say when they are angry; what your obildren say when they have slammed the 9079 door; what beggars say whom you have rejected fron your door; what your neighbors say about your children; what your rivals say usiness or your dress.

UNITED STATES MAIL.

Fost Office Department, Washington, December 10, 1859. PROPOSALS will be received at the Contract Office of this Department until 3 p. r.s. of Saturday, March 31, 1860, for conveying the mails of the United States for four years, commencing July 1, 1860, and ending June 80, 1864 in the State of Ohio, on the routes and by the sch edules of departures and arrivals herein specifie'i.

Decisions announced by April 24, 1860.

Bidders will examine carefully the forms, and instructions annexed.) 9059 From Canton. Ly Middle Branch, Cairo.
Hartsville, New Baltimore, Deerfield, Frederick, Hanner's Mills, Milton, Duck Creek,
North Jactzon, and Eden, to Warren, 66
miles and back, once a week. Leave Cant on Thursday at 7 a m; Arrive at Warren next day by 4 p m; Leave Warren Tuesday at 7 a m;

Arrive s.t. Canton next day by 4 p m.

From Canton, by New Berlin, Greentown,
Lat.e., North Springfield, and Middlebury,
to Akron, 24 miles and back, twice a week.
Les.ve Canton Tuesday and Saturday at 9 a m;
A rrive at Akron by 4 p m.

J. ave Akron Monday and Friday at 1 1 a m;
Arrive at Canton by 6 p m;
Proposals are invited for three-times-a-week
service.

Frem Canton, by North Industry and Pierce to Sandyville, 13 miles and back, once a week. Leave Canton Saturday at 7 a m; Arrive at Sandyville by 11 a m; Leave Sandyville Saturday at 1 p m; Arrive at Canton by 5 p m.

From Canton, by Richville, Pallow Navarre, and Frease's Store, to Winesburg, 23 miles

and brease's Store, to winesourg, 23 miles and back, ouce a week, Leave Canton Wednesday at 7 a m; Arrive at Winesburg by 3 p m; Leave Winesburg Thursday at 7 a m; Arrive at Canton by 3 p m. Proposals are invited for twice-a-week ser-From Canton, by Mount Airy, McDonalds-ville, Inland, and Summit, to Akron, 24 miles and back, once a week.

miles and back; once a week.

Leave Canton Saturday at 8 a m;

Arrive at Akron by 4 p m;

Leave Akron Fiday at 8 a m;

Arrive at Canton by 4 p m.

From Massillon. by West Brookfield. East

Greenville, and Dalton, to Number One, 13 miles and back, three times a week Leave Massillon Monday, Wednesday, and Friday at 8 a m; Arrive at Number One by 12 m; Leave Number One Monday, Wednesday, and

Friday at 1 p m; Arrive at Massillon by 5 p m. From Massillon, by Navarre, Bolivar, and Zoar, to Canal Dover, 221/2 miles and back, three times a week. Leave Massillon Tuesda, Thursday, and Saturday at 3 p m; Arrive at Canal Dover by 7 p m; Leave Canal Dover Tuesday, Thursday, and

Saturday at 4 a m; Arrive at Massillon by 11 a m. Proposals are invited for six times-a-week service.
From Wooster, by Madisonburgh, Old Hickory, Guilford, Medina, Brunswick, Strongsville, Middleburg, Parma, and Brooklyn, to Cleveland, 53 miles and back, three times a week to Medina, and six times a week residue Leave Wooster Tuesday, Thursday, and Sat-

urday at 5 a m; Arrive at Medina by 11 a m; LeaveMedina Monday, Wednesday, and Friday at 9 a m; Arrive at Wooster by 4 p m; Leave Cleveland daily, except Sunday, at S

a m;
Arrive at Medina by 6 p m;
Leave Medina daily.except Sunday, at 11 a m;
Arrive at Cleveland by 7 p m.
Proposals for six-times a week service on
whole route are invited. om Wooster, by Snithville, Marshalville, 2091 Easton, Chippewa, and Johnson's Corners, to New Portage, 30 miles and back, twice a week. Leave Wooster Tuesday and Saturdao at 8a m; Arrive at New Portage by 6 p m; Leave New Portage Monday and Fiday at 10 a m. or after arrival of mail from Cleveland;

Arrive at Woester by 8 p.m. Proposals are invited for three-times a-week From Wooster, by Cedar Valley, Congress West Salem, Homerville, Spencer, and Pe field, to Lagrange, 39 miles and back, one

Leave Wooster Saturday at 7 a m; Leave Wooster Saturday at 7 a m;
Arrive at La Grange by 7 p m;
Leave La Grange Friday at 7 a m;
Arrive at Wooster by 7 p m
Proposals are invited for twice-a week service.
From Wooster, by Piain, Reedsburg, Jeromesville, Haysville, and Mifflin, to Mansfield,
34 miles and back, twice a week.

Leave Wooster Monday and Friday at 7 a m; Arrive at Mansfield by 5 p m; Leave Mansfield Tuesday and Satuday at 7 Proposals are invited for three-times-a weel

From Wooster, by Plain, New Pittsburg. Rows, Ashland, and West Windsor, to Mansfield, 35 miles and back three times Leave Wooster Monday, Wednesday, and Fri day at 7 a m; Arrive at Mausfield by 4 p m; Leave Mansfield Tuesday, Thursday, and Sat urday at 7 a m; Arrive rt Wooster by 4 p m.

From Wosster, by Blackleyville and Lake Fork, to Mohican, 141/2 miles and back, once a week. Leave Wooster Friday at 7 a m; Arrive at Mohiean by 12 m; Leave Mohiean Friday at 1 p m;

Arrive at Wooster by 6 p m
From Medina, by Mallet's Creek, Litchfield Penfield, Wellington, Brighton, East Clarks-field, Clarksfieldand Hartland, to Norwalk. 42 miles and back, three times a week. Leave Medina Monday, Wednesday, and Fri day at 7 a m: Arrive at Norwalk by 7 p m; Leave Norwalk Tuesday, Thursday, and Sat

urday at 7 a m; Arrive at Mediua by 7 p m. From Guilford, by Leroy, to Lodi, 9 miles and back, three times a week. Leave Guilford Tuesday, Thursday and Sat urday at 7 a m; Arrive at Lodi by 10 a m; Leave Lodi Tuesday, Thursday, and Satur-

day at 11 a m; Arrive at Guilford by 2 p m. From Ashland, by Savannah and Ruggles, to New London, 17 miles and back, six time a week. Leave Ashland daily, except Sunday, at7 a m Arrive at New London by 1116 a m; Leave New London daily, except Sunday a

Arrive at Ashland by 91/2 p m.
From Ashland, by Nankin, Polk, Albion, Sullivan, Huntington, Wellington, and Pittafield, to Oberlin, 39 miles and back, twee Leave Ashland Tuesday and Saturday at Arrive at Oberlin by 7 p m; Leave Oberlin Monday and Friday at 7 a m Arrive at Ashland by 7 p m. Propesals are invited for three times a-week From Ashland, by Hayesville, Mohican, and

McKay's, to Loudonville, 21 miles and back Leave Ashland Tuesday and Saturday at 61 Arrive at Loudonville by 5 p m: Leave Loudonville Monday and Friday at 616 Arrive at Ashland by 5 p m. Proposals are invited for three-times a-week

service.
From Ashland, by Olivesburg, Rives, Shan-andoah, and Ganges, to Shelby, 24 miles and back, twice a week. Leave Ashland Tuesday and Saturday at 9101 8 a m; Arrive at Shelby by 4p m; Leave Shelby Monday and Friday at 8 a m; Arrive at Ashland by 4 p m. Proposals are invited for three times-a week

From Ashland, by Perote and Nova, to Rochester Depot. 17 miles and back, twice a 9102 Leave Ashland Tuesday and Friday at 6 a m; Arrive at Rochester Depot by 12 m; Leave Rochester Depot Tuesday and Friday at 1 p m; Arrive at Ashland by 7 p m.

From Newville, by Hastings and Barnes, to Man-field, 13 miles and back, twice a week Leave Newville Wednesday and Saturday at 1 p m; Arrive at Mansfield by 416 p m; Leave Mansfield Wednesday and Saturday at about your business or your dross.

8 a m:
Arrivert Newville by 11½ a m.
Arrivert Newville by 11½ a m.
From Riblets, by Ontario, to Mansfield, 11
miles and back, twice a week. Leave Riblets Wednesday and Saturday at 12 m; Arrive at Mansfield by 3 pm; Leave Mansfield Wednesday and Saturday at

4 p m;
Arrive at Riblets by 7 p m.
From Beaver, by Black Hawk, St. Clair, Clarkson, and Elkton, to New Lisbon, 27 miles and back, once a week.
Leave Beaver Friday at 8 a m;
Arrive at New Lisbon by 5 p m;
Leave New Lisbon Satt.rday at 8 a m;

From New Lisbon, by Gaver's and Dunganon, to Summitville, 14 miles and back, twice a week. Leave New Lisbon Tuesday and Saturday at 7 a m; Arrive at Summitville by 12 m; Leave Summitville Tuesday and Saturday

at 1 p m; Arrive at New Lisbon by 6 p m. Proposals are invited for three-times-a-week service.

From Petersburg, by New Springfield, North
Lima, and East Lewiston, to Columbiana
15 miles and back, twice a week.
Leave Petersburg Tuesday and Friday at 7 a m;
Arrive at Columbiana by 12 m;
Leave Columbiana Tuesday and Friday at

1 p m;
Arrive at Petersburg by 6 p m.
From Deerfield, by Atwater. Randolph. Suffield, and Magadore, to Middlebury, 27 miles and back, three times a week.
Leave Deerfield Monday. Wednesday, and Friday at 8 a m;
Arrive at Middlebury by 5 p m;
Leave Mildlebury Tuesday, Thursday, and
Saturday at 8 a m;
Arrive at Deerfield by 5 p m.
From Youngstown, by Coitsville, New Bed
ford, and Marr, to New Castle, 18 miles and

back, six times a week. Leave Youngstown daily, except Sunday at 1 p m; Arrive at New Castle by 5 p m; Leave New Castle daily, except Sunday, at

Sam;
Arrive at Youngstown by 12 m.
From Youngstown, by Hubbard. Brookfield,
Hartford, Burgh Hill, Vernon, Kinsman's.
Williamsfield, Andover, Richmond Centre,
Pierpont, Monroe Centre, and South Ridge,
to Cenneaut. 62 miles and back, twice a week. Leave Youngstown Tuesday and Saturday

at 5 a m;
Arrive at Conneaut by 9 p m;
Leave Conneaut Monday and Friday at 5 am;
Arrive at Youngstown by 9 p m.
Proposals are invited for three-times a week service. From Youngstown by Church Hill, Vienna Fowler, Johnsonville, Gustavus, Linden-ville, Cherry Valley, and Dorset, to Jeffer son 48 miles and back, twice a week. Leave Youngstown Tuesday and Friday at

3 p m; Arrive at Jefferson next days by 10 a m; Leave Jefferson Monday and Thursday Leave Jefferson Monday and Thursday at 10 a m;
Arrive at Youngstown next days by 3 p m.
From Youngstown to Mercer, Pa., 24 miles and back once a week.
Leave Youngstown Wednesday at 8 a m;
Arrive at Mercer by 4 p m;
Leave Mercer Thursday at 8 a m;
Arrive at Youngstown by 4 p m
From Warren, by Bazetta, Mecca, Greensburg,
Phelps. New Lyme, and Lenox, to Jefferson
38 miles and tack, twice a week.
Leave Warren Monday and Thursday at 2 a m;
Arrive at Jefferson by 5 p m:

Arrive at Jefferson by 5 p m: Leavo J. fferson Tuesday and Friday at 9a m: Arrive at Warren by 8 p m. Proposals are invited for three-times-a-week

service.
From Warren, by Southington, Farmington,
Parkman, Burton, and Claridon, to Chardon, 37 miles and back, twice a week Leave Warren Tuesday and Saturday at 6a m; Arrive at Chardon by 6 p m; Leave Chardon Monday and Friday at 6a m; Arrive at Warren by 6 p m
Proposais are invited for three-times-a-week From Warren, by Eden, Lordstown, North

and back, twice a week. Leave Warren Tuesday and Friday at 8 a m Arrive at Salem by 4 p m; Leave Salem Wednesday and Saturday at Arrive at Warren by 4 p m;
From Chardon by Concord, to Painesville, 10
miles and back, three times a week, with a
three-times-a week supply of Fairport,
Leave Chardon Monday, Wednesday, and Fri-

day at 7 a m , or in time to connect with the Arrive at Painesville by 91% a m; Leave Painesville Monday, Wednesday, and Friday at 1 p m., or on arrival of mail from Cleveland; mail from Cleveland :

Arrive at Chardon by 4 p m.
Proposals are invited for six-times-a-weel From Kinsman's by Sugar Creek Johnsonville and Baz-tta to Warren, 24 miles and back, three times a week. Leave Kinsman's Monday, Wednesday, and Friday at I p m;
Arrive at Warren by 9 p m;
Leave Warren Monday, Wednesday, and Friday at 7 a m;

Arrive at Kinsman's by 12 m. Proposals are invited for twice-a-week service.
From Conneaut, by Clark's Corners, Beaver,
Pa., and Beaver Center, to Conneautville, miles and back, once a week. Leave Conneaut Friday at 6 a m : Arrive at Conneautville by 12 m : Leave Conneautville Friday at 1 p m :

Leave Conneautville Friday at 1 p m:
Arrive at Conneaut by 7 p m.
From Erie, l'a., by Swan Station, Fairview,
Girarl, Springfield Cross Roads, West
Springfield, Conneaut, Ohio, Amboy,
Kingsville, Ashtabula, Saybrook, Geneva,
Unionville, Madison, Perry, Paineaville,
Mentor, Willoughby; and Wickliffe, to
Cleveland, 96 miles and back, daily, and daily, except Su day, by milroad.

Leave Erie daily at 12.05 a m. and 1.42 p m.

Arrive at Cl. veland by 3.40 a m. and 5.25 p m.

Arrive at Civeland by 3 40 a m. and 5 25 p m; Leave Cleveland daily at 10 a mand 3.20 p m; Arrive at Erie by 1 30 p m and 6.42 p m. From Kingsville, by Kellogsville, Osborneville Steamburg, Leon West Andover, Westwil-liamsfield, Kinsman's, West Salem, Pa. and Maysville, to West Greenville, 45 miles and back, twice a week.

Leave Kingsville Tuesday and Thursday at 6 a m Arrive at West Greenville by 9 p m ; Leave West Green ville Wednesday and Fri-

day at 6 a m; Arrive at Kingsville by 9 p m. Proposals are invited for three times-a-week 9097 From Ashtabula, by East Plymouth and Nor h Sheffield, to Kellogsville, 15 miles and back. once a week.

Leave Ashtabula Friday at 7 a m;

Arrive at Kellogaville by 12 m;
Leave Kellogaville friday at 1 p m;
Arrive at Ashtabula by 6 p m.
From Geneva, by Harpersfield, Cork, Trumbull, Hart's Grove, Windsor, Mesopotamia, Bundysburg, and Farmington, to Parkman 43 miles and back, once a week. Leave Geneva Tuesday at 6 a m; Arrive at Parkman by 8 p m; Leave Parkman Monday at 6 a m: Leave Parkman Monday at 6 Arrive at Gen va by 8 p m.

From Geneva, by Austinburg, Jefferson, Denmark, Pierpout, Penn Line, Pa., and Steamburg, to Conneautville, 36 miles and back, Leave Geneva Friday at 7 a m; Arrive at Conneautville by 7 pm; Leave Conneautville Saturday at 7 a m;

Arrive at Geneva by 7 p m. Proposals are invited for three-times-a-week From Painesville, by Hillhouse, Thomp Mentville, and Huntsburg, to Middlefield, 31 miles and back, twice a week. Leave Painesville Monday and Thursday a

Arrive at Middlefield by 6 p m; Leave Middlefield Tuesday and Friday a 7 am; Arrive at Painesville by 6 p m.
From Euclid, by Collamer and East Cleveland, to Cleveland, 10 miles and back, six times a week. Leave Euclid daily, except Sunday, at 7 a m;

Arrive at Cleveland by 10 a m; Leave Cleveland daily, except Sunday, at Arrive at Euclid by 61 p m. From Cleveland, by Newburg, Bedford, Mac-edonia Depot, Twinsburg, Hudson, Frank-lin Mills, Ravenna, New Milford, Rootstown. Atwater, Limaville, Marlborough, Al-

liance. Mount Union, Sandy, Moultrie, Bay-ard, East Rochester, Green Hill, Hanover-ton, Summitville, Salinesville, Ham-mondville, and Linton, to Wellsville, 100 miles and back (wice daily, except Sanday, to Alliance, and residue six times a week, 9123 Leave Cleveland daily, except Sunday, at 10 Arrive at Alliance by 12.20 pm and 10.57 pm: Leave & Hinnee daily, except Sunday, at 4 80 a m and 4.28 p m;

Arrive at Cleveland by 7.20 a m and 6 15 p m; Leave Alliance daily, except Sunday, at 12.20 p m; Arrive at Wellsville by 2 05 p m; Leave Wellsville daily, except Sunday, at 2.18 a m;

Arrive at Alliance by 4.36 a m. From Cleveland, by Olmstead, Elyria, Plato, Brownwhelm, Vermillion, Berlin Station, and Huron, to Sandusky, 61 miles and back, six times a week, by railroad.

Leave Cleveland daily, except Sunday, at 5.55 p m;
Arrive at Sandusky by 9 80 p m;
Leave Sandusky daily, except Suuday, at

5.40 a m; Arrive at Cleveland by 9.25 a m. From Cleveland, by Solon, Pond, Aurora, Mantua Station, Garrettsville, Windham Station, Windham, Braceville, Willow Date, Warren, Niles, Girard, and Brier Hill, to 9126 Youngstown; 67 miles and back, daily, except Sunday, by reilroad Leave Cleveland daily, except Sunday, at 6.30 a m;

Arrive at Youngstown by 12 m; Leave Youngstown daily, except Sunday, at Arrive at Cleveland by 6.30 p m.

From Cleveland, by East Rockport, Rockport,
Dover, North Ridgeville, Elyria, Amherst,
Henrietta, Birmingham, Florence, and Berlinville, to Milan, 51 miles and back, twice a week. Leave Cleveland Tuesday and Saturday

1 p m; Arrive at Milan Monday and Friday by 12 m; Leave Milan Monday and Friday at 1½ p m : Arrive at Cleveland next days by 12 m. Proposals are invited for three-times a-week From Cleveland, by Gates' Mills, to Mayfield, 10 miles and back, twice a week. Leave Cleveland Thursday and Saturday at

9 a m; Arrive at Mayfield by 12 m; Leave Mayfield Thursday and Saturday at 1 p m;
Arrive at Cleveland by 4 p m.
From Cleveland, by Independence, Bricksville, Richfield, Bath, Ghent, and Montrose-

to Copley, 30 miles and back, once a week Leave Cleveland Saturday at 7 am; Arrive at Copley by 4 p m; Leave Copley Friday at 7 a m; Arrive at Cleveland by 4 p m. Proposals are invited for twice a week service. From Cleveland, by North Royalton, Hinok-

ley, Remson's Corners, Granger, and Shar-on Centre, to Wadsworth, 35 miles and back, once a week. Leave Cleveland Saturday at 8 a m; Arrive at Wadsworth by 5 p m: Leave Wadsworth Friday at 8 a m; Arrive at Cleveland by 5 p m.

Proposals are invited for twice-a-week service. From Solon, by Chagrin Falls, Bissel's Bridge Creek, Auburn, Welshfield, Parkman, and Nelson. to Garrettsville, 301 miles and back, six times a week to Chagrin Falls, and three times a week residue.

Leave Solon daily, except Sunday, at 8.05
a m, or after arrival of cars; Arrive at Chagrin Falls by 9.30 a m; Leave Chagrin Falls daily, except Sunday, at 6 a m: Arrive at Solon by 7.30 a m, or in time

connect with the cars: Leave Chagrin Falls Monday, Wednesday and Friday at 11 a m; Arrive at Garrettsville by 5 p m : Leave Garrettsville Tuesday, Thursday, and Leave Gurrettsville Tuesday, Thursday, and
Saturday at 8 a m;
Arrive at Chagrin Falls by 3 p m.
From Elmore, by Ottawa, to Port Clinton, 20
miles and back, twice a week.
Leave Elmore Tuesday and Friday at 8½ a m;
Arrive at Port Clinton by 2 p m;
Leave Port Clinton Tuesday and Friday at

2j p m: Arrive at Elmore by 8½ p m Proposals for three-times-a-week service are invited. 9111 From Millbury, by Martin, to Graytown, 9 Leave Millbury Friday at 9 a m;

Arrive at Graytown oy 12 m; Leave Graytown Friday at 1 p m; Arrive at Millbury by 4 p m.

From Chagrin Falls, by Russell, Ford, Burton, Middlefield, Mesopotamia, North Bloomfield, Greensburg, and Gustavus, to Kinsman's, 45 miles an I back, twice a week Leave Chagrin Falls Monday and Friday, after arrival of Cleveland mail, say at 9 a m;

Arrive at Kinsman's by 9 p m; Leave Kinsman's Tuesday and Saturday at 6 Arrive at Chagrin Falls by 6 p m. Proposals are invited for three-times-a-week service.
From Hudson, by Peninsular, to Richfield.
104 miles and back, twice a week, giving

Boston twice a week side supply. Leave Hudson Tuesday and Saturday Arrive at Richfield by 1 p m; Leave Richfield Tuesday and Saturday Arrive at Hudson by 5 p m.

Proposals are invited for three-times-a week service.

From Ifudson, by Cuyahoga Falls, Akron,
New Portage, Nimisila, Clinton, Canal Fulton, Marshallville, Orrville, East Union, Apple creek, Fredericksburg, and Holmes ille. to Millersburg, 62 miles and back, six times a week, by railread. Leave Hudson daily, except Sunday

6.20 p m: Arrive at Millersburg by 9.10 p m; Leave Millersburgh daily, except Sunday, at 6.50 a m; Arrive at Hudson by 10.45 a m.

From Earlville, by Streetsbero', Aurora, Bissell's, Russell, Chester Cross Roads, Mutberry Corners, South Kirtland, and Kirtland, to Mentor, 334 miles and back, twice a week. Leave Earlville Tuesday and Friday at 7 a m

Arrive at Mentor by 6 p m : Leave-Mentor Monday and Thursday at 7 a m Arrive at Earlville by 6 p m. From Ravenna, by Shalersville, Mantua Sta-tion. Mantua Centre, Auburn, Newbury, and North Newbury, to Chardon, 26 miles

and back, twice a week. Leave Ravenna Tuesday and Thursday a 8 n m : Arrive at Chardon by 4 p m; Leave Chardon Wednesday and Friday

8 a m; From Ravenna, by Charlestown and Paris-ville, to Newton Falls, 20 miles and back, twice a week, with 12-times a-week service between Newton Falls and Braceville Station, via Braceville post office, schedule to be satisfactory to the department. Proposals are invited for three times-a-week

service between Ravenna and Newton Falls. From Freedom, by Garrettsville, to Hiram, 8 miles and back, three times a week to Garrettsville, and six times a week residue. Leave Freedom Monday, Wednesday, and Saturday at 11 a m;

Arrive at Garrettsville by 121 p m; Leave Garrettsville Menday, Wednesday, and Saturday at 10 a m; Arrive at Freedom by 11 a m; Leave Garrettsville daily, except Sunday, at Arrive at Hiram by 71 p m :

Leave Hiram daily, except Sunday, at 7 a m Arrive at Garrettsville by 8 a m. From Newton Falls to Milton, 5 miles and back, twice a week. Leave Newton's Falls Tuesday and Friday at 9 a m:

Arrive at Milton by 11 a m; Leave Milton Tuesday and Friday at 12 m; Arrive at Newton Falls by 2 p m. From Bayard, by Minerva. Oneida Mills Malvern, Waynesburg, Magnolia, Mineral Point, and Canal Dover, to New Philadelhia. 32 miles and back, six times a weel by railroad. Leave Bayard daily, except Sunday, a 4.10 p m; Arrive at New Philadelphia by 6.40 p m; Leave New Philadelphia daily, except Sun-

day, at 5 30 a m; Arrive at Bayard by 8 a m. From Oneida Mills, by Hibbetts, to Carroll-ton, 12 miles and back, six times a week by railroad. Bidders to propose schedule. From Malvern by New Harrisburg. Leavitt, and Davis, to Leesville, 22 miles and back,

once a week. Leave Malvern Tuesday at 9 a m; Arrive at Leesville by 4 p m; Leave Leesville Monday at 9 a m; Arrive at Malvern by 4 p m. From Canal Dover, by Strasburg, Deardoff's Mills, Frense's Store, Winesburg, Mount Enton and Knock's, to Apple Creek, 31 miles and bank, twice a week. Leave Canal Dover Menday and Friday at Proposals are invited for three-tim

Arrive at Apple Creek by 7 p m;

Leave Apple Creek Tuesday and Saturday at 7 a m; Arrive at Canal Dover by 9 p m. Proposals are invited for three times-a-week

service.
From New Philadelphia to Uhricksville, 10 miles and back, six times a week.

Leave New Philadelphia daily, except Sur day, at 8 a m; Arrive at Uhricksville by 10} a m; Leave Uhricksville daily, except Sunday, at

5 p m; Arrive at New Philadelphia by 7½ p m. From New Philadelphia, by Stee Creek Rogersville, and Bakersville, to Chii, 3 miles and back, once a week. Leave New Philadelphia Tuesday

Arrive at Chili by 5 p m;
Leave Chili Wednesday at 6 a m;
Arrive at New Philadelphia by 5 p m.
From New Philadelphia, by Butchers, Rogersville. Rowville. New hedford, Kelley s. and Saltillo, to Millersburg, 33 miles an back, once a week. Leave New Philadelphia Saturday at 7 a m

Arrive at New Comerstown by 5 p m; Leave New Comerstown Friday at 7 a m; Arrive at New Philadelphia by 5 p m. From Summitville, by Norristown and Me-chanicstown, to Carrollton, 18 miles and back, once a week. Leave Summitville Saturday at 7 a m;

Arrive at Carrollton by 12 m; Leave Carrollton Saturday at 1 p m; Arrive at Summitville by 6 p m. From Salinesville by Mechanicstown, Scroggs field, Harlem Springs, Kilgore, Germano, Means, and Fite, to Cadiz, 43 miles and back, once a week. Leave Salinesville Friday at 6 a m; Arrive at Cadiz by 7 p m; Leave Cadiz Saturday at 6 a m;

Arrive at Salinesville by 7 p m.

From Hammondsville, by Cope's Mills Croxton, Wattsville, Scrogg:field, Carrollton,
Leavitt, Rose, New Cumberland, and Tabor,
to New Philadelphia, 61 miles and back, once a weok.

Leave Hammondsville Tuesday at 6 a m;
Arrive at New Philadelphia next day by 5 p m;
Leave New Philadelphia Thursday at 6 a m;
Arrive at Hammondsville next day by 5 p m.
From Akron, by Middleburg, Talmadge, and
Brimfield, to Ravenna, 16 miles and back,

three times a week. Leave Akron Tuesday, Thursday, and Satu day at 1 p m; Arrive at Ravenna by 6 p m; Leave Ravenna Tuesday, Thursday, and Sa

urday at 7 a m; Arrive at Akron by 12 m.
From Akron, by Copley and Sharon Centre,
to Medina, 19 miles and back, three times Leave Akron Monday, Wednesday, and Friday, at 5 a m; Arrive at Medina by 10 a m; Leave Medina Tuesday, Thursday, and Satu

day at 4½ p m;
Arrive at Akron by 9½ p m.
From New Prospect, by Old Hickory, to Canaan, 8 miles and back, twice a week. Leave New Prospect Wednesday and Satur day at 11 a m; Arrive at Canaan by 1 p m; Leave Canaan Wednesday and Saturday

9135 From Wadsworth to Guilferd, 8 miles

back, once a week. Leave Wadsworth Friday at 9 a m; Arrive at Guilford Friday at 1 p m;
Arrive at Wad-worth by 4 p m.
From River Styx to Guilford, 7 miles and back, once a week.
Leave River Styx Friday at 10 a m;
Arrive at Guilford Friday at 10 a m;
Arrive at Guilford Friday at 1 p m;
Arrive at River Styx by 3 p m.

Leave Guilford Friday at 1 p m;
Arrive at River Styx by 3 p m.

Prove Plempton, by Nashville to Black Crock,

Prove Plempton, by Nashville to Black Crock,

Leave Guilford Friday at 1 p m;
Arrive at River Styx by 3 p m.

Search Plempton, by Nashville to Black Crock,

Leave Guilford Friday at 1 p m;
Arrive at River Styx by 3 p m.

Search Plempton, by Nashville to Black Crock,

Leave Guilford Friday at 1 p m;
Arrive at River Styx by 3 p m.

Search Plempton, by Nashville to Black Crock,

Leave Guilford, 7 miles and whole or in part, at pro rata decrease of pay, allowing in the West Fris known that the earliest and best fruits and vegetables in this latitude come from New Jersey, and are annually exported to the extent of millions.

Leave Guilford Friday at 1 p m;
Arrive at River Styx by 3 p m.

Search Plempton, by Nashville to Black Crock,

Search May In the City, and may from the city.

In the West Fris known that the carliest and best fruits and vegetables in this latitude come from New Jersey, and are annually exported to the extent of millions.

In locating here the settler has many advantages.

Be is within a few hours ride of the great cities of New England and Middle States, he is near his old friends and associations, he is in a settled country where every improvement and comfort is the cheapest. Arrive at Guilford by 12 m :

Leave Millersburg Monday and Friday 8 a m; Arrive at Massillon by 5 p m; Leave Massillon Tuesday and Saturday

6 a m:

Arrive at Millersburg by 5 p m.

From Millersburg, by Oxford, Killbuck, Van
Buren, Spring Mountain, and New Princeton, to Warsaw, 22 miles and back once a Leave Millersburg Wednesday at 5 a m; Arrive at Warsaw by 12 m; Leave Warsaw Wednesday at 1 p m

Arrive at Millersburg by 8 p m.

From Spring Mountain, by Clark's Mills, to
Bloomfield, 12 miles and back, once a week.

Leave Spring Mountain Saturday at 8 a m;

Arrive at Bloomfield by 12 m.

by law, and cannot be considered.

14. The route, the service. the yearly pay, the name and residence of the bidder, (that is, his usual post office address.) and those of each member of a firm, where a company offers, should be distinctly Arrive at Bloomfield by 12 m; Leave Bloomfield Saturday at 1 p m; Arrive at Spring Mountain by 5 p m. From Dover, by Coe Ridge and Olmstead, to Copopa, 12 miles and back, twice a week. Leave Dover Monday and Friday at 7 a m;

Arrive at Copopa by 10 a m;
Leave Copopa Monday and Friday at 11 a m;
Arrive at Dover by 2 p m.
From Elyria, by Laporte, Rawsonville, Grafton, Litchfield, Chatham Centre, Lodi, Burbank, and Golden Corners, to Wooster, 43 Leave Elyria Monday and Friday at 6 a m;

Arrive at Wooster by 8 p m; Leave Wooster Tuesday and Saturday at6 Arrive at Elyria by 8 p m. Proposals are invited for three-tin From Elyria, by Avon, Avon Lake, Sheffield Lake, and Sheffield. o Elyria, equal to 17 miles and back, twice a week. Leave Elyria Wednesday and Saturday

Arrive at Avon Lake by 12 m; Leave Avon Lake Wednesdey and Saturday Leave Elyria Monday and Thursday at I pm:

Arrive at Black River by 3 p m; Leave Black River Monday and Thursday Arrive at Elyria by 7 a m.

6.45 a m: Arrive at Newark by 12.30 p m; Leave Newark daily except Sunday at 2.15 p m Arrive at Saudusky by 7.20 p m. From Port Clinton to Marblehead, 18 mile and back, once a week Leave Port Clinton Monday at 1 p m; Arrive at Marblehead by 8 p m; Leave Marblehead Tuesday at 7 a m;

Arrive at Port Clinton by 2 p m. From Fredericktown, by Levering and Woo view, to Shauk's, 11 miles and back, twice Leave Fredericktown Monday and Friday 8 am: Arrive at Shauck's by 12 m; Leave Shauck's Monday and Friday at 1 p m; Arrive at Fredericktown by 5 p m.

miles and back, three times a week.

Leave Fredericktown Monday, Wedne
and Friday at 6 s m;

Arrive at Mount Gilead by 12 m; Leave Mount Gilead Monday, Wednesday, and Friday at 1 p m; Arrive at Fredericktown by 7 p m.

INSTRUCTIONS.

Containing conditions to be incorporated in the contracts to the extent the department may deem proper. 1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for a sorting the mails; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Pest Office Department, also post office blanks, mail bags, locks, and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines the route

Leave New Philadelphia Saturnay at Arrive at Millersburg by 6 p m;
Leave Millersburg Friday at 7 a m;
Arrive at Ne Philadelphia by 6 p n.
From New Philadelphia, by ltona, to New Comerstown, 30 miles and back, once a week. agents of the department are to be conveyed without charge, and for their exclusive use, while travelling

Railroad and steamboat companies are required to take the mail from and deliver it into the post offices at the commencement and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted for the performance of all other side service—that is, for offices ever eighty rods from a station

or landing. Receipts will be required for mail bags conveyed in charge of persons employed by railroad compa-nies. There will also be "way bills" prepared by postmasters, or other agents of the department, to accompany the mails, specifying the number and destination of the several bags. On the principal stage routes, likewise, receipts will be required and way bills forwarded; the latter to be examined by

the several postmasters, to insure regularity in the delivery of mail bags.

4. No pay will be made for trips not performed; 4. No pay will be made for trips not performed; and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused one-fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance infer or to that specified in the contract. For repeated delinquen-cies of the kind herein specified, enlarged penalties, proportioned to the nature thereof and the inpor-

Arrive at New Prospect by 10 a m.

From New Portage, by Norton Centre, Western Star, Wadsworth, and River Styx, to Medina, 19 miles and back, twice a week.

Leave New Portage Tuesday and Saturday at 1 p m;

Arrive at Medina by 7 p m;

Leave Medina Tuesday and Saturday at 3 a m;

Arrive at New Portage by 12 m.

Proposals are invited for three-times-a-week service.

From Wadsworth to Guilford, 8 miles and tractor may, however, in the case of increase of speed, relinquish the contract, by giving prompt notice to the department that he prefers doing so to

Saturday at 3 p m;

Arrive at Black Creek by 6 p m;

Leave Black Creek Monday, Wednesday, and Saturday at 12 m;

Arrive at Plympton by 3 p m.

From Millersburg, by Benton, Mount Hope. Salt Creek, Mount Eaton, and West Lebanon, to Massillon, 32½ miles and back, twice a week.

Leave Millersburg Monday and Friday at Leave Millersburg Monday at Leave Millersburg Monday at Leave Millersburg Monday at Leave Millersburg Monday at Leave Millersburg Mo may be incurred. No claim for additional pay.

t based on such ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obs ructions increasing distance, occurring during the contract term. Offices established after this advertisement is issued, and also during the contract term, are to be visited with the place, or made cheaper.

Arrive at Millersburg by 3 p m.

From Millersburg, by Berlin, Walnut Creek, Shanesville, Dundee, and Winfield, to Canal Dover. 30 miles and back, twice a week.

Leave Millersburg Monday and Thursday at 9 a m;

Arrive at Canal Dover by 5 p m;

Iished after this advertisement is issued, and also during the contract term, are to be visited without tages here presented, and ask himself why the property has not been taken up before. The reason is, it was never thrown in the market; and unless these cannot be considered in competition with a regular examine the land before purchasing. This all are expected to do. They will see land under cultivation with a regular responsal reasonable in amount. 12. Bidders should first propore for service strict

ly according to the advertisement, and then, if they desire, separately for different service; and if the regular bid be the lowest offered for the advertised service, the other propositions may be considered.

13. There should be but one route bid for in a proposal. Consolidated or combination bids ("propos-ing one sum for two or more routes") are forbidden by law, and cannot be considered.

cable, the printed form of proposal furnished by the department, to write out in full the sum of their bid, and to retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless dated and received before the last day for receiving proposals.

Each bid must be guarantied by two responsible

General guaranties cannot be admitted. The bid General guaranties cannot be admitted. The bid and guaranty should be signed plainly with the full name of each person.

THE HAMMONTON FARMER, a monthly literary and agricultural sheet, containing full information of Hammonton, can be obtained at 25 cents per

Arrive at Elyria by 6½ p m.

Arrive at Elyria by 6½ p m.

Proposals are invited for three-times-a-week service.

From Elyria to Black River, 7 miles and back, twice a week. partment; and then no transfer will be allowed un-less good and sufficient reasons therefor are given, to be determined by the de artment. In all cases the retiring contractor will be required to become one of the sureties on the new contract.

18. Postmasters at offices on or near railroads, Arrive at Elyria by 7 a m.

From Sandasky, by Bloomingville, Monroeville, Pontiac, Havana, Cenreton. New Haven, Plymouth, Shelby, Mansfield, Lexington. Bellville, Butler, North Liberty, Shaler's Mills, Fredericktown, Mount Vernon Utica, Saint Louisville, and Vanatta, to Newark, 124 miles and back, six times a week, by railroad.

Leave Sandusky daily, except Sunday, at 6.45 a m:

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, im mediately after the dist of March next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail-messenger supply from the 1st of July next.

19. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let "in every case to the lowest bidder tendering sufficient guar-

case to the lowest bidder tendering sufficient guaranties for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law, bids that propose to transport the mail with "celerity, certainty, and security," having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty, and security," and will have the preference over all others.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be recase to the lowest bidder tendering sufficient guar

terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids. Making a new bid, with guaranty and certificate, is the only

ville, and Pulaskiville, to Mount Gilead, 19 and all bidders, guarantors, and sureties are dismites and back, three times a week.

cave Fredericktown Monday, Wednesday, and Friday at 6 a m;

accepted bids, their legal liabilities will be enforced

against them.
22. Present contractours, and persons kown at 22. Present contractours, and persons Rown as the department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms bove prescribed. The certificates of sufficiency must be signed by a postmaster of by a judge of acourt of record. No other certificate will be admitted.

Postmaster General.

FORM OF PROPOSAL GUARANTY, AND CER-TIFCATE.

Proposal.

The undersigned, —, whose post ffice address is —, county of —, State of —, proposes to convey the mails of the United States, from July 1, 1860, to June 30, 1864, on route No.—, between — and —, under the advertisement of the Postmaster General, dated December 10, 1859, "with celerity certainty and security." for the

"with celerity, certainty, and security," for the annual sum of — dollars.

This proposal is made with full knawledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to theroute and service, and. also, after careful examination of the laws and instructions attached to the advertisement.

Dated

The undersigned, residing at _____, State of _____, undertake that, if the foregoing bid for carrying the mail on Route No. - be accepted by the Postmaster General, the bidder shall, prior to the 1st day of August, 1860, enter into the required obligation or contract, to perform the service proposed, with good and fficient sureties.

This we do, understanding distinctly the ob-ligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1886 Dated

Certificate: The undersigned, postmaster at _____, State of _____, cortifies, UNDER HIS OATH OF OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guaranty.

cles of the kind herein specified, enlarged penalties, proportioned to the nature thereof and the inportance of the mail, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; into a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and fer refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running a coach, car, or steambout on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the Post Office laws, or disobeying the instructions of the department; for refusing to discharge a carrier when required by the department to de so; for running an express as aforesaid; or for transporting persons or packages conveying of the destructive sons of the destructive sends of the production of Wheat, Cluver, Conn. Peaches, Grapes and Vegstables. IT IS CONTROLLED THE EES. FRUIT SOIL IN THE UNION. The place is perfectly secure from frosts to destructive sons of the destructive sons of th

THE MARKET. as the reader may perceive from its location, is THE BEST IN THE UNION. Produce being double the price than in locations away from the city, and more than double the price

tion, such is the extent of the settlement, that they will no doubt meet persons from their own neigh-borhood; they will witness the improvements, and can judge the character of the population. If they come with a view to settle, they should come prepared to stay a day or two and be ready to purchase, as locations cannot be held on refusal.

There are two daily trains to Philadelphia and to all settlers who improve, THE RAILBOAD COMPANY GIVES A PERS TICKET FOR BIX MONTHS. AND A HALF-

THE TOWN OF HAMMONTON. In connection with the agricultural settlement, a In connection with the agricultural settlement, a new and thriving town has naturely arisen, which presents inducements for any kind of business, particularly stores and manufactories. The shoe business could be carried on in this place and market to good advantage, also cotton business, and manufactories of agricultural implements, or foundries for casting small articles. The improvement has been so rapid as to insure a constant and permanant increase of business. Town lots of a good size, we do not sell smilf ones, as it would affect the improvement of the place, can be had at from \$100 and upwards.

and guaranty should be signed plainly with the land and guaranty should be signed plainly with the land and guaranty should be signed plainly with the land and guaranty should be sealed to reject any bid which may be deemed extravagant, and also to disregard the bids of failing comraiors and bidders.

16. The bid should be sealed, superscribed "Mail Proposals, State of——," addressed "Second Assistant Postmaster General, Contract Office," and sent by mail, not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the department by or before the 1st day of August, 1860; but the service must be commenced on the 4st July preceding, or on the mail day next after that dute, whether the con racts be executed or not. No proposition to transfer will be considered until No proposition t

Splendid Farm for Sale. ONE of the most desirable Farms in the County of Ashland, containing first rate buildings, in-cluding dwellings and out-houses—the best kind of soil—well watered, and an ample supply of timber for fuel, fencing, lumber, &c., and within a short distance of the Town of Ashland, will be sold at a figure lower than any Real Estate has been offered within this county for years. For particulars apply to J. J. JACOBS.

At his Office opposite the Bank. Ashland. March 2. 1859. DARM LANDS FOR SALE, 25 MILES FROM Philadelphia by Railroad, in the State of New Jersey. Soil among the best for agricultural purposes, being a good loam soil, with a clay bottom.—
The land is a small tract divided into small farms, and hundreds from all parts of the country are now settling and building. The props produced are large and can be seen growing. The climate is delightful and secure from frosts. Terms from \$15 to \$20 per agent of the country are now in the country are now settling and secure from frosts. and secure from frosts. Terms from \$15 to \$20 per acre, payable within four years by instalments To visit the place leave Vine Street Wharf at Philadelphia at 72 A. M., by Railroad for Hammonton, or address R. J. Bryans by letter, Hammonton Post Office, Atlantic County, New Jersey. See full advertisement in another column.

Leave Shanck's Monday and Friday at 1 p m; Arrive at Fredericktown by 5 p m.

Proposals are invited for three-times-a-week sorvice.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing carried on profitably at Hammonton. See described by the sufficiency of guarantors of sufficient responsibility: